Published By

Intense

Simulation

Castrol HONDA

SUPERBIKE

WORLD CHAMPIONS

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Castrol HONDA

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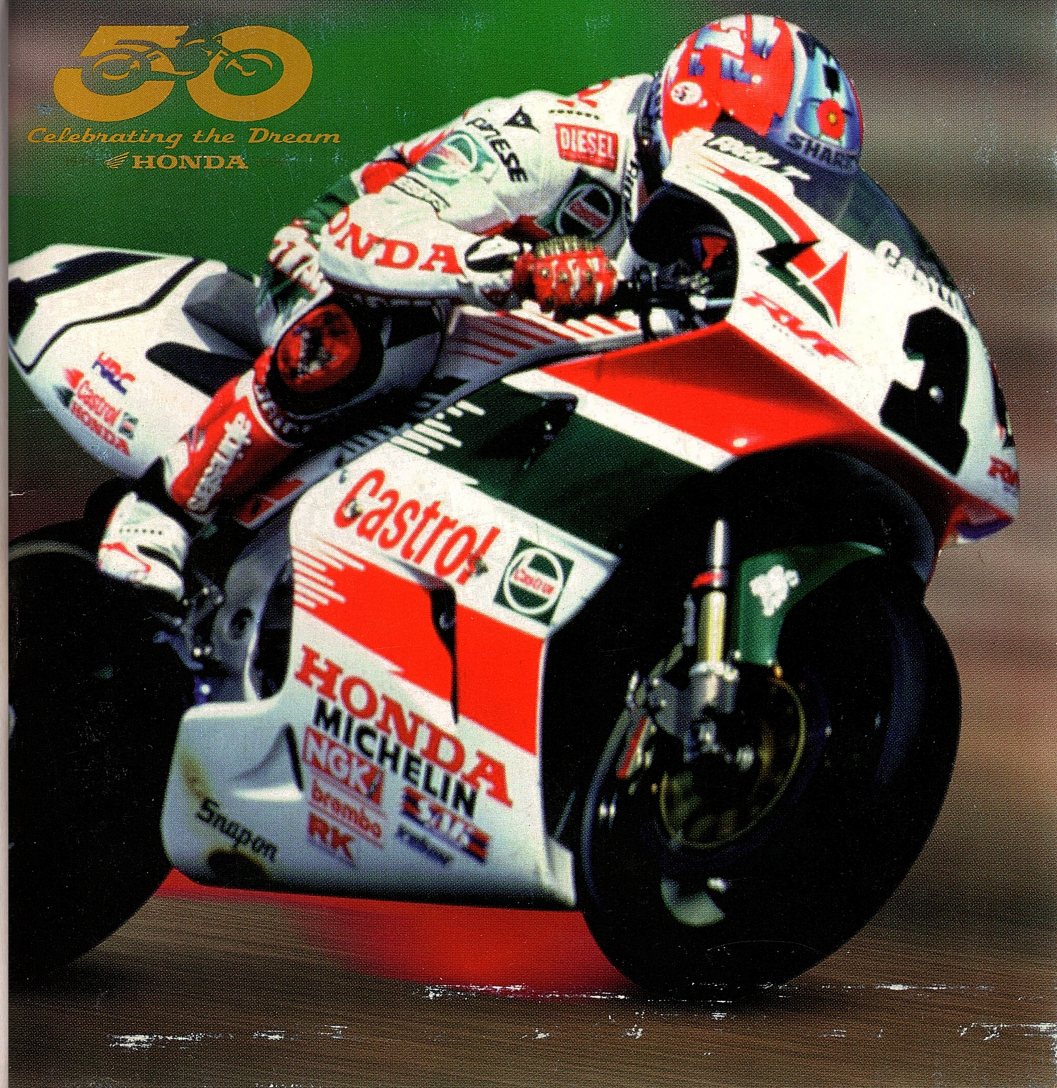
INSTRUCTION MANUAL



CASTROL HONDA SUPERBIKE WORLD CHAMPIONS

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INTRODUCTION

Officially licensed and developed with the 1997 World Champions, Castrol Honda Superbike is a blistering motorcycle racing simulation. Every aspect of the 1997 World Championship winning bike: the awesome 190 MPH 160 BHP Honda RVF-RC45 is simulated. To win the championship you will have to master the bike and its setup for every track. Multiple options are included to allow complete control of the simulation environment, from the level of your computer opponents to tire wear and whether or not an accident will put you out of the race. This manual will show you all the features available in the simulation, but if you want to start racing now, look at the Quickstart Instructions below.

The Team

Castrol Honda entered the World Superbike arena in 1994 with the brand new RC45. Since those early days the Castrol Honda team has never finished outside the top three in the series and achieved the ultimate in 1997 when American John Kocinski clinched the world title.

Castrol Honda has now become the most respected team in the paddock. During four seasons in the championship the team has earned 2382 points, including a sensational 1997 when Castrol Honda took the riders', manufacturers' and coveted teams' titles.

No one at Honda is resting on that success. The battle for World Superbike success continues as Castrol, Honda and the committed group of technical sponsors go in search of perfection.

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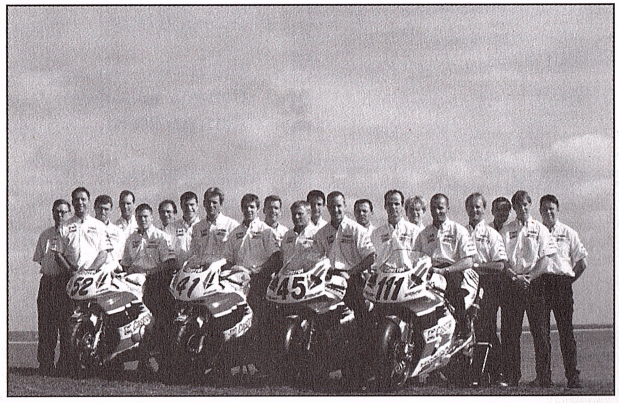


The Bike

Performance

Max Speed:	187 mph
Acceleration:	0-60mph 3.1 seconds
	0-100mph 4.9 seconds

This is what the team says about the RC45:

"The Castrol Honda has developed into the all-round package. Not only is the bike a championship winner but it is a potential race winner at every circuit we visit.

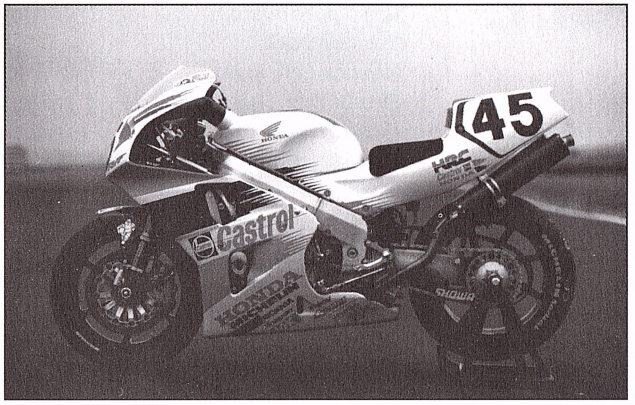
It may be 324 lbs. of metal but it accelerates like a Formula One car and offers the stopping power to match anything around.

The bike has the agility to tackle and master anything thrown in front of it, from the infamous 'Corkscrew' at Laguna Seca in America to the power-sapping 200mph straights of Hockenheim in Germany.

This machine is a dream to ride. It is the most technical in the World Superbike pitlane, master it and you'll be world champion."

Full technical specs on the bike are contained in Appendix A.

The Most Accurate Motorcycle Simulation Ever Made



QUICK START INSTRUCTIONS

Installation

Insert the CD-ROM into your drive. The installation shield should run automatically within a few seconds. If not double click on your CD-ROM icon or open your CD-ROM (in your My Computer folder) and double click on the setup.exe program.

Follow the on screen instructions to install Castrol Honda Superbike World Champions.

When installation is complete the simulation will run.

You will need to have Direct X Version 5.0 or higher installed - if not, you can install this automatically from the CD. Also ensure that you have the latest drivers for your video card. If you have access to the Internet then go to the website of your card's manufacturer. Alternatively use the drivers supplied on this CD if you have any problems. If you do not have the latest drivers you will typically get a black screen in-game with only the panel displayed. You will hear the sound effects and be able to rev the engine. If this happens you need new drivers.

Joystick, Keyboard, Mouse Control

The bike can be controlled by keyboard, joystick (including wheels and flight yokes) or mouse. It is recommended that a joystick or steering wheel is used. If you use a joystick or wheel, first ensure that it is calibrated correctly using the Windows Control Panel.

The default setup for the different control methods are as follows:-

ACTION	JOYSTICK	KEYBOARD	MOUSE
Throttle	Joystick Forward	A	Left Button
Brake	Joystick Back	Z	Right Button
Steer	Joystick Left/Right	< >	Move Left/Right
Change Up A Gear	Fire Button 1	P	P
Change Down A Gear	Fire Button 2	L	L
Reverse View	Fire Button 3	M	M

If you wish to change any of these default setups have a look at the CONTROLLER section of the manual.

The mouse also controls the menu system by pointing and clicking to change any of the options. If an option is greyed out it is not available in that particular simulation mode.

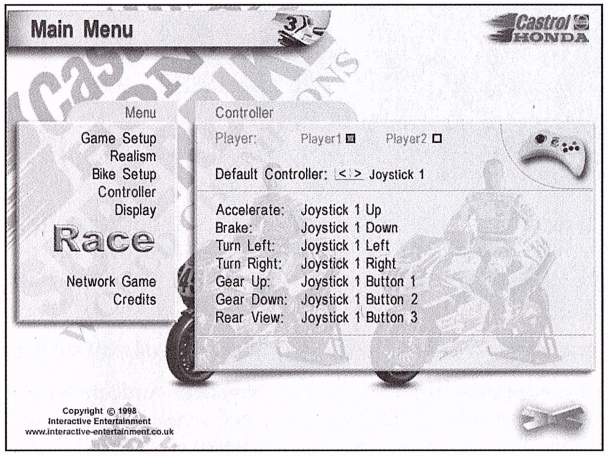
In-game use the SPACE BAR to pause the game. To Quit, press ESC while paused.

Practice

Run the game by clicking on the Castrol Honda icon in your install directory. Remember that if you wish to use a joystick you will need to have already calibrated it in Windows.

The main screen has the main menu options on the left (GAME SETUP to CREDITS) and the sub menu pages on the right. To select a sub-menu click on the menu on the left. The sub-menu will appear on the right. Click on the X in the bottom right hand corner if you wish to exit.

Click on CONTROLLER on the left hand side of the screen. The controller menu will appear. The currently selected controller is shown next to the words DEFAULT CONTROLLER. If you wish to use a different controller click on the arrow buttons until the correct one appears. The individual control setups are shown below this.



Next click on the GAME SETUP menu on the left hand side of the screen. Click on the GAME TYPE: PRACTICE check box. Click on the TRACK SELECTION buttons until SUKUH ISLAND appears.

Now click on the REALISM menu on the left hand side of the screen. Click on the DIFFICULTY buttons until you get ROOKIE mode.

You are now ready to ride, so click on the RACE menu on the left and then start practice on the right. The track loading screen will appear.

Riding The Castrol Honda RC45

You should now be in on the track at Sukuh Island. Before riding off take a minute to check the controls. It is recommended that you turn on the braking assistance function (function key F4 on the top row of the keyboard). The Braking Assistance symbol will appear on the right hand side of the screen - if it doesn't press F4 again. This will help slow you down for the corners.

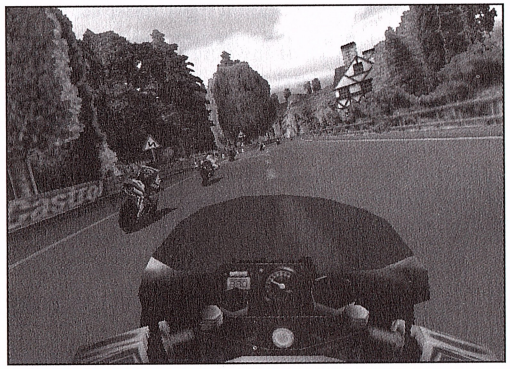
As a Rookie you will may want to use an automatic gearbox, so press F5. "AUTOMATIC GEARBOX SELECTED" should appear at the bottom of the screen (if not press F5 again to toggle between automatic and manual mode). In this mode the gearbox will change up and down for you - all you have to do is select first gear when you want to start moving.

If you would like to have a racing line to follow press F2. The racing line will appear along with its symbol on the right hand side. This line is the best route around the circuit and you should try and follow it.

Press F1 to get the on-screen help. This shows an arrow before each corner telling you which way the track is going and will tell you if you are going too fast at the bottom of the screen.

You should also have in the bottom right hand corner of the screen, gear, revs and speed information. If not press F8 until it appears.

To choose a different viewpoint press the 2 key on the number pad. You can race from any view, but it is recommended that you use the on-bike 'fairing' view for maximum realism.



Now you are ready to ride. Push forward on the Throttle until you have about 10000 rpm showing on the rev counter (about three quarters of the way round). If you over rev the engine you will spin the rear wheel as you let the clutch out - however if you don't have enough revs on you will make a very slow start.

Click the Gear Up button to select first gear and your Castrol Honda RC45 Superbike will start moving.

Try riding as smoothly as possible, with controlled movements of the joystick. Anticipate each corner as it comes up and aim to get your speed right for the corner before you begin to turn into it. Always brake and accelerate smoothly to avoid upsetting the balance of your bike. If you brake too hard you will skid and go off the track. Get into the habit of cracking open the throttle a small amount as you come out of a corner before rolling on the power. The smoother you are the more balanced your bike will be and the faster you will lap. This is especially important in the higher difficulty levels.

You can adjust the responsiveness of the steering by changing the linearity. Press + on the number pad (on the extreme right hand side of the keyboard) to increase the value and – to reduce it. 0 is the default setting. Look at the CONTROLLER section of this manual for more information.

In Rookie mode the bike cannot be damaged even if you crash. If you come to a halt, click the gear down button until Neutral is selected and then rev up again before pulling away.

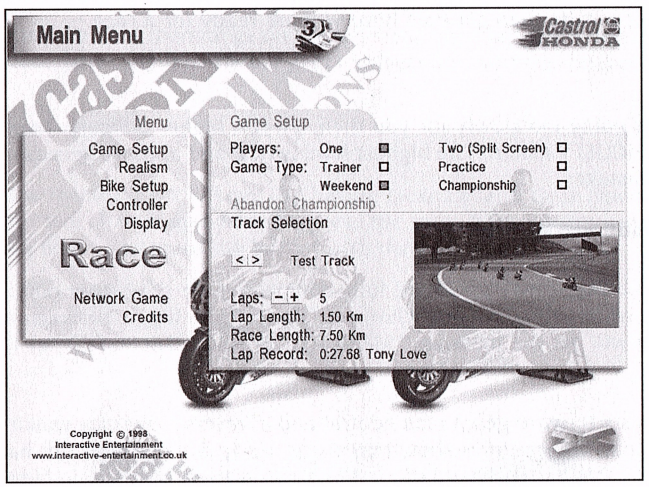
Sukuh Island is a great place to learn how your RC45 handles. For more information about the circuit and to read the rider's course notes turn to Appendix D at the back of the manual. To learn the circuit with an experienced rider try out the Trainer mode explained on the following pages.

When you wish to return to the front end, press SPACE bar to pause the game and then ESC to quit.

TRAINER MODE

Castrol Honda Superbike World Champions incorporates a trainer mode that helps you learn the circuits as quickly as possible. In Trainer mode you have the opportunity to follow an experienced rider on the Team's other RC45 around each of the tracks. By following the other rider you will quickly learn the racing line and when to brake and accelerate.

To try out Trainer mode click on GAME SETUP in the main menu and then click on the GAME TYPE: TRAINER check box. Choose which track you would like to learn by clicking on the TRACK SELECTION buttons.



To set the level of the training session click on the REALISM menu on the left hand side of the screen. Click on the DIFFICULTY: ROOKIE check box to begin with.

Click on RACE on the main menu then start training session and the track will load.

Initially have the Racing Line (F2), Braking Assistance (F4), and Help (F1) on. As you improve you can try turning these off.

You will start on the track's main straight with the trainer waiting about 46 yards ahead of you. Start off as normal and try and keep a constant distance from the other bike. If you drop too far behind, the trainer will slow down. If you crash, the trainer will wait for you to restart.

Concentrate on following the trainer as closely as possible without overtaking him.

If you have selected Braking Assist (F4) your bike will automatically slow down for the corners and you will slow down if you try and pass the trainer.

Your lap time is shown in the top right hand corner of the screen, with your best lap time below it. As you improve, your lap time should come down.

When you are able to keep up with the trainer without crashing, try turning off the Braking Assist (F4). You will now have to brake for the corners.

When you are at the stage where you can lap as fast as the trainer without Braking Assist you can try turning off the Racing Line (F2) and the Help (F1). If you can still keep up with the trainer (and maybe even get past him) you are ready for a race.

NOTE:

If the trainer is going too slowly for you then select a higher difficulty level in the front end REALISM, DIFFICULTY menu. The highest level is ACE and at those speeds you cannot afford to make any mistakes.

Manual Gear Box

To get really good lap times and to be fully competitive on the higher difficulty settings you will need to control your own gear changes. Press F5 to toggle between auto and manual gear box. You will get the message "MANUAL GEARBOX SELECTED" at the bottom of the screen.

Your RC45 has six forward gears plus neutral and a 'reverse' gear for walking the bike out of trouble. The gear you are in is shown on the panel in the bottom right hand corner of the screen (F8 turns this panel on and off). When you start you will be in Neutral (N displayed on panel).

To start moving push forward on the Throttle (to about 10000 rpm) and hold down the Gear Up button. The gear indicator will move to 1 for first gear and you will remain stationary. You can still rev the engine freely as you are holding the clutch in with the Gear Up button.

When you release the Gear Up button the clutch will come out and the bike will start rolling. If you have too many revs on the rear wheel, it will spin, too little and the bike will move very slowly. The perfect start is where you have just enough revs on to momentarily spin the back wheel as you move off.

As you accelerate, watch the rev counter and listen to the engine noise. When the revs are almost at their peak, click the Gear Up button and the gearbox will change up to the next gear.

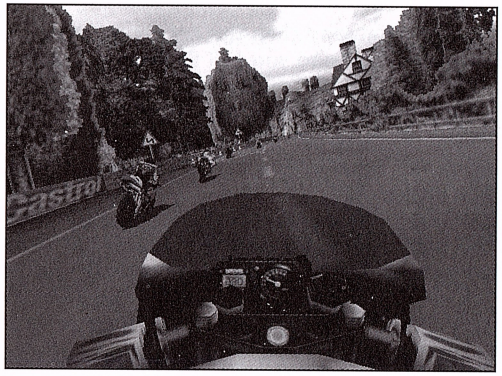
When you are slowing down and the revs are dying off, click the Gear Down button to change to a lower gear. Changing down before corners helps you slow down by providing engine braking and will get the bike ready to accelerate out of the corner. Be careful that you don't change down too soon or you run the risk of locking up the rear wheel and skidding.

Try and keep the revs fairly high at all times as this will give you maximum acceleration and maximum engine braking.

When you have mastered the manual gears you will find your lap times dropping. You will be able to accelerate faster (by holding the gears longer) and you will be more in control of your bike.

NOTE:

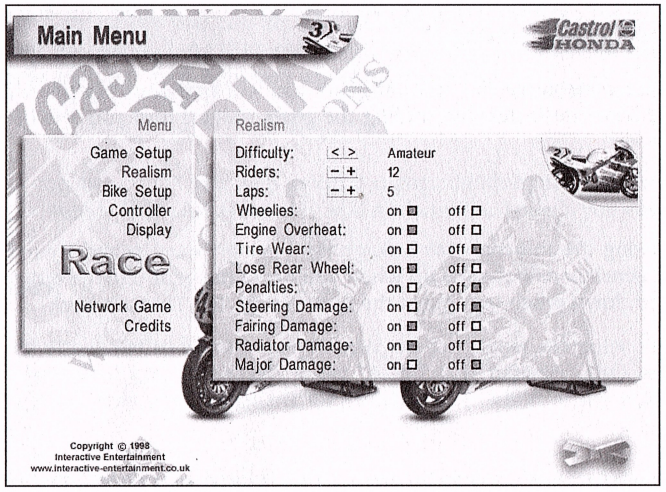
If you are using the throttle/gear linkage (by having Gear Up and Gear Down on the same button) the gearbox will change up when you press the gear change button with the Throttle forward, and down when you press the button with the Throttle back.



THE RACE

To have a quick race click on GAME SETUP in the main menu and then click on the GAME TYPE: RACE WEEKEND check box. Choose which track you would like to race by clicking on the TRACK SELECTION buttons.

To set the level of your opposition click on the REALISM menu on the left hand side of the screen. Click on the DIFFICULTY: ROOKIE check box to begin with.



Click on RACE on the main menu and then the RACE option on the sub-menu on the right hand side. The track will now load and you will find yourself at the back of the grid.

Wait for the start lights to light up (one after the other) and then go out. These are repeated in the top left-hand corner of the screen as well as appearing on the gantry at the start line. Don't start moving before the lights have gone out or you will get a jump start penalty and your race results will be disallowed.

The other bikes will race with each other and will make it difficult for you to overtake them. Remember that your opponents will try and get to the racing line through each corner before you. You will not be able to go as fast around the inside and outsides of corners as you would if you followed the racing line and the opposition riders will take advantage of this.

If you have damage switched on (in the REALISM menu) you will damage your bike if you hit the other bikes or go into the barriers in a corner.

Your position in the race is shown in the top left hand corner. Below this is the number of laps in the race and the lap number you are on.

If you quit the race early (by pressing SPACE then ESC), you will get the RACE FINISHING screen. There will be a short delay before returning to the front end as the race is finished in accelerated time. You may quit this RACE FINISHING screen by pressing ESC but you will then lose all the results. You can not do this in CHAMPIONSHIP mode.

Replay

At the end of the race you will be shown a replay of your entire race. The camera will automatically switch to the best view available. If you want to control the camera yourself press the 0 key on the number pad to cycle through the view available. To look at other bikes press the F11 and F12 function keys.

To quit the replay press ESC.

Results

The results show the finishing positions for each bike along with their race time. This is shown relative to the winning bike's total race time as either + minutes:seconds (if they finished on the same lap) or + laps (if they finished on a different lap).

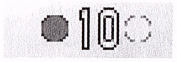
If there are more that eight bikes click on the appropriate tab to move backwards or forwards through the results table.

Jump Starts & The Stop-Start Penalty

If you move away at the start of the race before the start lights have gone out, you will get a Jump Start penalty. You will be informed of this with a message at the bottom of the screen. You MUST clear this penalty or you will lose your results. You can also get a penalty for speeding in the pit lane or other racing misdemeanors.

To turn this option off, turn the PENALTIES button to OFF in the REALISM menu.

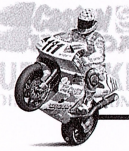
If you get a stop-start penalty the symbol will flash on the right hand side of the screen. You must come into the pits and stop for 10 seconds or your results will not be allowed. When you enter the pits remember that there is an 80 kmh speed limit (50 mph).



To clear the penalty stop in the coned off area in the pit lane and put the bike into Neutral. The 10 second penalty will count down. Move off when it has reached zero, but remember not to speed coming down the pit lane. If you move off too soon, or stop in the wrong place the penalty will not be cleared.

Qualifying

To win races on the higher difficulty settings (e.g. Professional and Ace), you will have to qualify before racing, otherwise you will start at the back of the grid and it will be very difficult to catch the leaders. Qualifying allows you to gain a better grid position and therefore be more competitive in the race. You have a total of six laps and fifteen minutes per session.



To start a qualifying session click on RACE on the main menu and then the QUALIFY option on the sub-menu on the right hand side. The track will now load and you will find yourself in the pit lane. Note that you only have the option to Qualify if you are in RACE WEEKEND or CHAMPIONSHIP mode (set in the GAME SETUP, GAME TYPE menu).

You may alter the set up of your RC45 by using the in-game workshop. This is accessed from the PAUSE menu (press SPACE) by clicking on WORKSHOP or by pressing the shortcut key W. You can only access the workshop if you are stationary in the pit lane (in Neutral). For more information about the WORKSHOP look at the BIKE SETUP section later on in the manual.

When you are ready for your first lap ride down the pit lane and out onto the track. Remember not to speed (80 kmh / 50 mph) or you will get a penalty. Your first lap out of the pits does not count, so you will have to complete a lap before your lap timer (in the top right hand corner of the screen) starts. You can take it easy on this first lap out of the pits, but the faster you are going when you cross the start/finish line the better.

As you are lapping the circuit you will get split lap times at the bottom of the screen. These show your current time relative to your best time and the pole position time. If you are quicker, the times will be shown as negative values. If you are slower, you will get positive times. You may find that you are quicker on one part of the circuit and slower on another. If this is the case you can always go back to TRAINER mode to see how an experienced rider takes that part of the circuit.

When you complete each lap, your provisional qualifying position is shown in the top left hand corner of the screen. If you do a good time you can come back into the pits and wait and see if anyone else does a better time. You can watch the other riders and check their times and positions by pressing F11 or F12. If you have laps remaining you can go back out onto the circuit at any time to try and improve your lap time.

You can quit the session early by pressing PAUSE then ESC. You will get the SESSION FINISHING screen for a short period while the session is completed in accelerated time. It is possible that your final grid position will fall if you quit early, as another rider may better your time.

After qualifying you will be shown the qualify results, with each rider's best lap time in minutes, seconds and hundredths. The order of the times dictates the order of the grid with the fastest rider at the front. When you start the race, you will be placed on the grid in the appropriate starting position.

NOTE:

You may only have one qualifying session per race weekend. If you are in RACE WEEKEND mode and you want to qualify again without racing go back to the GAME SETUP menu and click the GAME TYPE setting to a different mode and then back to RACE WEEKEND. You may now qualify again.

THE CHAMPIONSHIP

Championship game mode allows you to compete in the World Championship through a season of races. Each race consists of a Race Weekend where you can practice the circuit (in order to fine tune the setup of your bike) before Qualifying for a good grid position. You then race for points which are added to your points total. The rider with the biggest points tally at the end of the season is the World Champion.

To compete in a Championship, first of all set up the DIFFICULTY LEVEL you require (REALISM menu) and any other options you want. Then click on the CHAMPIONSHIP box in the GAME SETUP, GAME TYPE menu and go to RACE.

If you exit Castrol Honda Superbike World Champions in the middle of a Championship your status is saved on the hard drive. The next time you run the program your status will be restored and you can continue the competition where you left off. You may restart the championship at any time by clicking on the ABANDON CHAMPIONSHIP option in the GAME SETUP menu.

Note:

Certain options can not be changed when in Championship mode (such as the difficulty level). If you wish to change these options abandon the Championship (GAME SETUP menu).

Scoring System

The Championship points are awarded as follows:-

Finishing Position	Score
1st	25
2nd	20
3rd	16
4th	13
5th	11
6th	10
7th	9
8th	8
9th	7
10th	6
11th	5
12th	4
13th	3
14th	2
15th	1

You will not score any points outside of these finishing positions or if you get a stop-start penalty which you do not clear.

WORKSHOP

This is what Adrian Gorst Chief Mechanic of the Castrol Honda World Superbike Team has to say about the RC45:

"The Castrol Honda RC45 is probably the most advanced four-stroke machine in the world. For Honda racing is about breaking down the barriers of technology, the 750cc RC45 does just that.

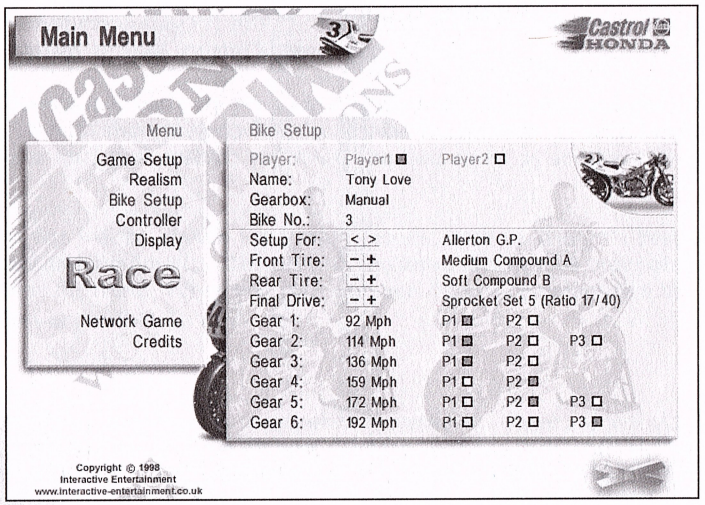
It offers the latest in programmable fuel injection, a distinct V-four engine full of lightweight titanium parts and a chassis with enough variation of adjustment to ensure the machine can win at every race track in the world.

The machine is fitted with the very best tires Michelin can produce, and the best brakes on offer from Italian manufacturer Brembo.

In all you have a machine capable of winning world titles and a package surrounding this 190mph missile which is geared for nothing but victory."

To be truly competitive at the higher levels of this simulation you must set the RC45 up properly for each track. You have control of the gearing and front and rear tire types and these settings are crucial to success.

To access the Workshop, either do so in the front end before you race (BIKE SETUP) or during a Practice or Qualifying session. In Practice mode you can access the Workshop at any time, in Qualifying mode you can only go to the workshop if you are stationary in the coned off area of the pit lane with the bike in Neutral. To access the Workshop bring up the PAUSE menu (press space bar) and click on the WORKSHOP menu (or press the W keyboard shortcut).



In the Workshop you have the choice of two bikes (no. 2 or 3). Each bike has its own settings so you can have individual settings for each player in two player mode. Alternatively in single player mode you can have each bike set up differently and choose which bike you want for a particular circuit or game mode. For example, you may wish to have a different set up in qualifying to the race.

To choose which bike you will work on, click on the appropriate BIKE NO check box.

Each track has its own set up saved for both bikes, so check that the correct track name is displayed in the SETUP FOR option.

Gearbox Ratios

The gearboxes are built specifically for each race circuit. The opening day's practice will determine if that gearbox is correct, if not an overnight change is made for the Saturday practice. The ratios available are wide-ranging and are chosen to try and optimize the bike for the best acceleration out of all the corners.

The actual track layout dictates which ratios are suitable for each corner and the engineer will try and build a gearbox to match every corner. Ideally the ratios chosen will allow the rider to keep the revs above 9000 rpm in 1st and 2nd gears, and above 10300 in 3rd, 4th, 5th and 6th. Obviously setting gearing for one corner may upset the bike in another. If this occurs then the team will prepare the gearbox for the most important of those corners, e.g. a corner leading into a long straight would be crucial for acceleration, to achieve top speed as soon as possible.

The engineer has control of the overall ratio of the gearbox by adjusting the sprockets on the chain drive. This final drive has three options on the front sprocket and seven on the rear, giving twenty one ratios in total. Each individual gear can then be adjusted using its alternate ratios to fine tune that gear to a particular corner.

Setting Up Your Gearbox

When setting up your RC45 in Castrol Honda Superbike World Champions first of all decide whether you will need a low, medium or high ratio gearbox. For a tight twisty circuit like the North Allerton Village course you will need a low ratio box. On a high speed circuit like the Indonesia Street circuit your speed should never fall too low so you can use a high ratio box. Set this overall ratio by clicking on the FINAL DRIVE buttons

The ratio is shown in brackets after the SPROCKET SET number. This is the reduction ratio of the chain that connects the clutch driveshaft to the rear wheel and is the number of teeth on the front sprocket over the number of teeth on the rear.

As you change the FINAL DRIVE set number you will see the MPH value for each gear change. This is the maximum speed that you can go in that gear. Check that the speed shown for 6th gear is high enough for the circuit you are on.

Now go out on the track in Practice mode and try a few laps. If you find you are running out of revs on the fastest straights and could go faster with a higher gearbox, then change to a higher final drive ratio. If on the other hand you find that you are having trouble accelerating out of slow corners and that you have plenty of revs left on the fastest straights, drop the ratio using a lower final drive. To do this in-game bring up the PAUSE menu (Spacebar) then select WORKSHOP (W).

When you are satisfied that the overall range of the box is suitable for that particular circuit, you can fine tune each gear for the most important corners by selecting which alternate ratio to use. Do this by clicking on the check boxes next to each gear. You will see the maximum speed value change.

When you leave the Workshop the set up is automatically saved for each track. At each circuit you visit the bike will automatically have the settings you previously used.

Tires

The tire compound is chosen to match the stresses placed on the tire by a particular circuit. Using the wrong tire at a circuit could mean that the tire is worn out within three laps rather than the 100kms of a full race.

A soft construction tire will offer maximum grip and will be used on a fast flowing track (such as the Allerton G.P. circuit) which puts least strain on the tire. For tight circuits with lots of direction and speed changes (such as North Allerton Village) a hard construction tire is needed to withstand the higher levels of stress.

Choosing Your Tires

Before you can try different tire compounds you must first of all set TIRE WEAR ON in the REALISM menu. If tire wear is off you will automatically use the hardest tires.

When choosing the tires you are going to use, it is important to select the softest tire that will last the race distance - get this wrong and your tires could be totally worn out within just three laps. By choosing the right tire you will be able to accelerate as fast as possible out of corners, brake as hard as is necessary into the corners and carry as much speed as you can through the corners.

The tire choice will also be influenced by your riding style. If you tend to accelerate and brake smoothly you can use a softer tire. However, if you are always skidding the bike your tires will wear much more quickly and you will need to use a harder compound tire.

Michelin offer ten different compounds for the rear tire and four for the front. The rear tire suffers more stress than the front (due to fact that the power is put down through the rear wheel), and so will generally need a harder tire than the front.

To choose the correct tires for a circuit first of all estimate what type of tire is likely to be required. G.P. circuits are usually gentler on the tires than street circuits and so will allow softer tires. Generally the slower the circuit the harder the tire that will be needed. Select which tire you want in the Workshop by moving the slider bar for the FRONT or REAR TIRE. The front tire has four settings and the rear ten.

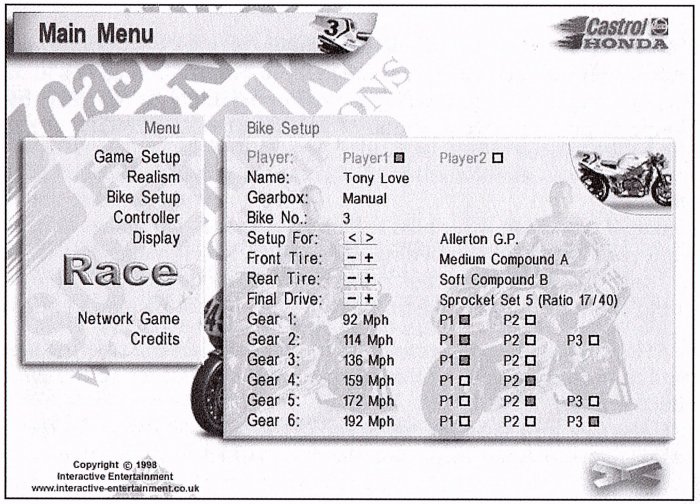
Once you have selected your initial tire choice you can go out and try this tire over four or five hard laps of the circuit. If the performance of your RC45 is as good at the end of the fifth lap as it was at the start you know that your tires have stood up well and will probably last the twenty or thirty laps of the full race. You can now try a slightly softer compound, and go out for another four or five laps.

If you have chosen tires that are too soft then you will find the performance of your bike dropping off very quickly and within two or three laps you will find you have to slow right down for the corners and will not be able to accelerate hard out of them. In this case try putting a harder compound tire on.

When your front tire has lost grip, you will find that you can not corner as quickly as with a fresh tire as the tire will be skidding sideways. A worn rear tire manifests itself by making it harder to brake and accelerate without spinning the rear wheel. If you have the Lose Rear Wheel option turned on in the REALISM menu you will find it is much easier to turn the bike on its side when accelerating hard out of a corner with a badly worn rear.

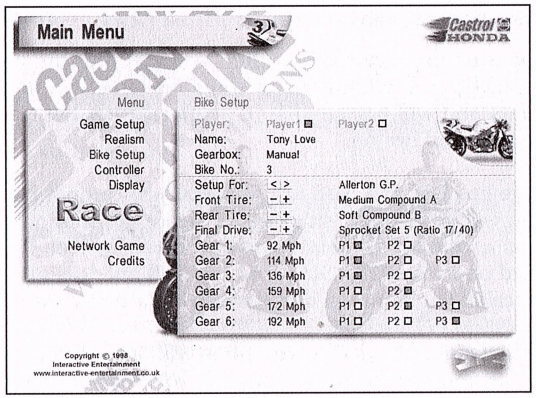
When you have found tire settings that you think will last a full race distance you are ready to go. Remember that you can try and use slightly softer tires during qualifying, but that you will then have to get your best laps in straightaway, before your tires go off.

For more information on the Workshop and for the technical specs for the Castrol Honda RC45 have a look in the Appendix at the back of the manual.



ADVANCED OPTIONS

Once you have mastered racing in Rookie mode, you can increase the level of realism by changing to a higher difficulty level. All of this is controlled from the REALISM menu in the front end.



There are five difficulty levels from ROOKIE to ACE. As you go higher up the levels the opposition riders become faster and more simulation options are turned on. When you click on the check box for the difficulty levels you will see the damage and realism options change. You can turn off or on any of the options in any of the difficulty modes apart from ACE. In this mode you can only race with all options turned on.

You can select how many riders you wish to compete against. This is especially useful if you have a slow machine and want to race against the minimum number of bikes.

The LAPS slider allows you to race over a much shorter distance than the full 100kms. Generally the longer the race you select the more important it becomes to have the right bike set up. Also on longer races you will get more opportunity to overtake, by following riders for several laps to find their weak spots. If you select FULL LENGTH the number of laps in the race will be set to give approximately 100kms.

Damage

In Rookie mode, if you crash, your bike suffers no damage. On higher difficulty levels you will get different levels of damage happening to your bike which makes it even more important to stay on the track and avoid the other riders. In ACE mode MAJOR damage is turned on. If you have a big crash or put the bike on its side you will not be able to rejoin the race.

If you have STEERING damage selected and have a collision the steering can be bent and the bike may pull to the left or right. If this happens you can not repair the damage and this will severely affect your ability to race.
With FARING damage turned on the top speed of the bike will reduce as the fairing is smashed - this affects the aerodynamics increasing the drag coefficient of the bike.
Collisions can damage the radiator and cooling system of the engine if you have RADIATOR turned on. When this happens the engine will tend to overheat and you will have to slow down.

Realism

In the lower difficulty levels most of the realism options are turned off to make the bike easier to control.

If you would like to pull wheelies on your RC45 then check the WHEELIES box. To pull a wheelie accelerate gently in a low gear and then open the throttle wide. The front wheel will come up. To hold the wheelie keep the power on without turning. You will find that it is easier to control the wheelies using a manual gearbox rather than an auto.

When the ENGINE TEMP option is switched on the engine will overheat if you constantly over rev it or if you damage the radiator. When this happens the warning light will flash on the dash panel and you will lose power. The engine will cool down again if you short shift (i.e. change up early). To avoid this problem always change up before you hit the rev limiter and try not to crash the bike.

To be truly competitive at the higher difficulty levels you will need to select the correct tire for the circuit. You can only do this if the TIRE WEAR option is on. If you choose the wrong tires for a circuit they will wear out very quickly and the performance of the bike will drop off. For more information about tire choice refer to the WORKSHOP section of the manual.

When cranked fully over in a fast corner it is very easy to slide the back wheel out if you apply too much power too quickly. If this happens and you don't back off the throttle quickly enough you will low-side the bike (i.e. it will fall onto its side). To stop this happening turn off the LOSE REAR WHEEL option. Also bear in mind if you have MAJOR DAMAGE on and the bike falls over you will be out of the race.

Steering Linearity

If you find your joystick is too sensitive try adjusting the Steering Linearity in-game. This changes the relationship between the steering input (e.g. joystick left/right) and output (i.e.front wheel movement).

Normally this relationship is linear, that is the movement of the front wheel exactly follows the joystick. This may be too sensitive if you have a light joystick. By increasing the steering linearity value this relationship becomes a non-linear curve.

The higher the linearity value the further you will have to move the joystick to move the wheel. This has the effect of reducing the sensitivity of the joystick around the centre whilst still allowing full lock at the extremes.

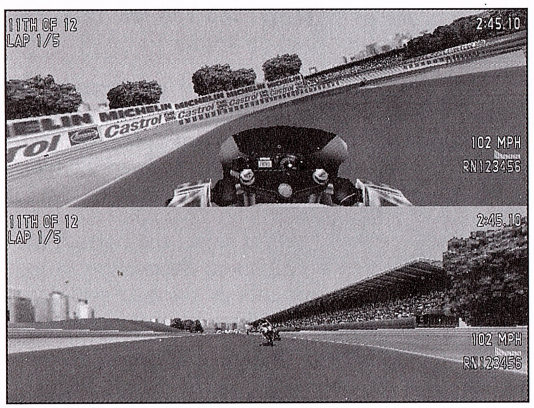
To adjust the steering linearity value whilst in-game press the plus key (+) on the number pad (on the extreme right hand side of the keyboard). This will increase the value - to decrease it press the minus key (-). The current value will be shown at the bottom of the screen and will be automatically saved. A value of zero gives a linear relationship, up to 100 for minimum sensitivity.

In practice try changing this value and then riding the bike until you have a setting you are happy with. Remember a value of zero restores the linearity to the default setting.

Note:
The + and – keys on the top row of the keyboard are not the same as the ones on the right hand side. You can only use the + and – on the right hand side.

MULTIPLAYER

TWO PLAYER SPLIT SCREEN MODE



To have a two player game on one machine, select PLAYERS 2 on the GAME SETUP menu.

You will need to set up different controllers for each player. To do this go to the CONTROLLER menu and click the PLAYER 1 check box. You can now set up Player 1's controller. Now click on the PLAYER 2 check box and setup Player 2's controller.

If a control is being used by both players you will be warned of this. Typically you will have Player 1 on joystick and Player 2 on keys.

To set each bike up, go to the BIKE SETUP screen and click on the PLAYER 1 or PLAYER 2 check box before changing the settings.

When you run the race Player 1 is shown in the top half of the screen and Player 2 is shown in the bottom half.

All the in-game keys work as normal except that Player 1 has to hold down left shift and Player 2 right shift at the same time as pressing the desired key. For example if Player 1 wants to change his gearbox to a manual or automatic he will hold down the left shift key and press F5.

NETWORK MODE

Choose the NETWORK GAME option on the main menu. If there is a network game already in progress you will be able to join it, otherwise you can host a session.

The host has control of all the game settings as normal (e.g. Race Type, Difficulty, Track etc). Each player can set their bikes up as normal but must bear in mind which track the Host has selected.

Each player can identify themselves by entering their names in the BIKE SETUP screen.

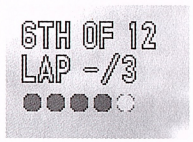
When everyone is ready to start click JOIN NETWORK GAME (if everyone is not ready at this point your machine will wait). You can now race as normal against a mixture of computer riders and human opponents.

To leave the Network game click on LEAVE GAME in the NETWORK MENU.

PANEL

The information displayed on screen varies according to which mode you are in. The main information is as follows.

Position, Lap Number & Start Lights



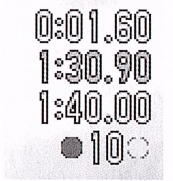
Your position in the race is shown in the top left hand corner as for example 6th of 12. This shows your position (e.g. 6th) and how many riders are in the race in total (e.g. 12). During Qualifying this shows your provisional grid position.

Below this is the number of laps in the race and the lap number you are on. For example 1/3 shows that you are on the first lap of a three lap race. In Qualifying this shows the total number of laps you have available.

At the start of the race you will see the start lights repeated below the panel as a series of five lights. When all five lights have lit up red and then gone off, the race is under way.

Lap Times & 10 Second Penalty

Your lap time is shown in the top right hand corner in the format minutes:seconds.100ths. Below this is shown your best lap time and below that your last lap time is shown for a few seconds at the end of each lap.



If you have incurred a ten second stop-start penalty, the penalty symbol will flash below the laptimes.

Speed, RPM & Gear

In the bottom right hand corner of the screen, your speed, RPM and current gear are shown.

You can change what is displayed by cycling through the options with the F8 key.

Split Times

In Qualifying, as you are lapping the circuit you will get split lap times at the bottom of the screen. These show your current time relative to your best time and the pole position time. If you are quicker the times will be shown as negative values.

While Racing you will get split times of the riders in front and behind you shown at the bottom of the screen. This tells you how far ahead or behind you are in seconds.

In Practice mode you are given split times compared to your best and last lap. This way you can see if you are improving.

OTHER OPTIONS

The following features are available to help you in the simulation. To turn them on and off press the appropriate function key at the top of the keyboard. A message will appear at the bottom of the screen telling you whether the option is on or off. When on its symbol will be displayed on the right of the screen.

Brake Assist

F4

This will apply the brakes for you as you approach corners and is useful if you are learning a track.

Racing Line

F2

This displays the suggested racing line on the track. This is the fastest line through the corners and you should try and follow it closely to achieve the best lap times.

On Screen Help

F1

On Screen Help warns you of the direction of approaching corners and also tells you if you are going too fast into a corner. A left or right arrow is displayed as you approach corners and SLOW and BRAKE messages appear at the bottom of the screen.

THE MENU OPTIONS

GAME SETUP

Choose the Game Type, Track, Number of Players and Race Length.

• PLAYERS: ONE ☐ TWO (SPLIT SCREEN) ☐

Click on ONE for a one player game and TWO for a Split Screen two player game.

• GAME TYPE ☐ TRAINER ☐ PRACTICE ☐ RACE WEEKEND ☐ CHAMPIONSHIP

Select the type of race you wish to have. CHAMPIONSHIP mode races a full season. RACE WEEKEND races a single track. PRACTICE allows you to practice (with no opposition) on any circuit and change the setup of the bike. TRAINER allows you to follow another bike around any circuit.

• ABANDON CHAMPIONSHIP

Click on this option if you are in the middle of a Championship season and wish to restart from the beginning of the year. This option is only available in Championship mode.

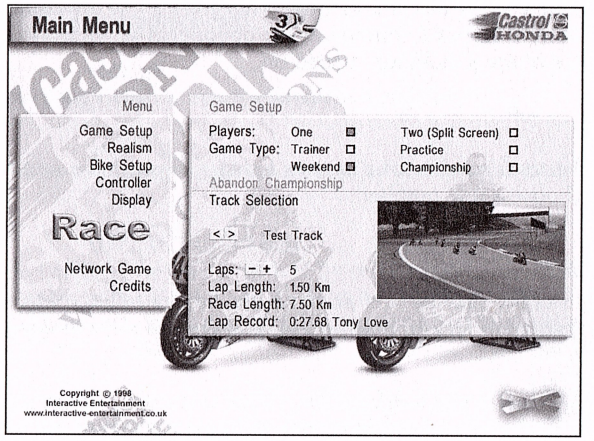
• TRACK SELECTION ↔ VILLAGE

Choose which track to race in Practice, Trainer, and Race Weekend mode. In Championship mode you will always start from the first track in the season.

• LAPS ↔ 3

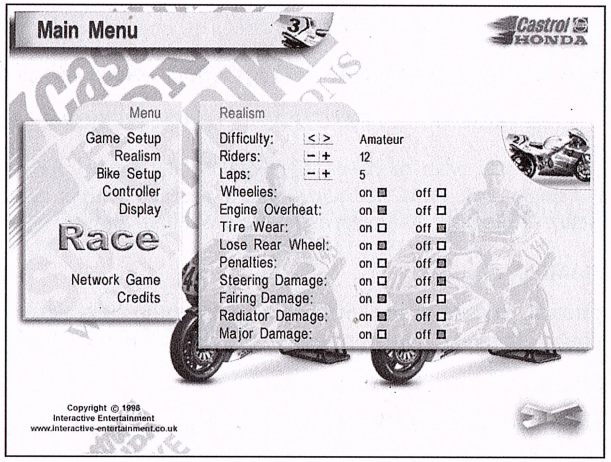
Select the length of the race in laps or choose to have a full 100Kms race. A full Superbike race is 100 kilometres in length, but the user can choose to have a shorter race than that. NOTE: This setting is also available on the REALISM menu.

At the bottom of the screen information is shown about the current track including its length and the lap record. If you set a new lap record this figure will be updated.



REALISM

This screen controls the difficulty, damage and simulation realism levels.



• DIFFICULTY ↔ AMATEUR

These are default settings for the speed of the opposition bikes and realism and damage settings in the game. The user may customize these settings by changing the other options on this screen (such as number of opponents). All the settings will return to the defaults when a new difficulty setting is chosen.

First timers should use the ROOKIE setting. This gives a low opposition level and makes the bike easier to control. The ACE setting has the opponents at full world champion speeds with all of the features of the simulation turned on.

• RIDERS -+ 6

This controls the total number of riders in a race. If you have a slower machine or are a beginner then choose a low number.

• LAPS -+ 3

Select the length of the race in laps or choose to have a full 100Kms race. A full Superbike race is 100 kilometres in length, but the user can choose to have a shorter race than that.

The rest of the check boxes control the damage, realism and simulation environment:-

☐ WHEELIES	When checked on the user can wheelie the bike.
☐ ENGINE OVERHEAT	The engine can overheat if this setting is on.
☐ TIRE WEAR	With tire wear on the user can select different tire types (in the bike setup screen) and the tires will wear. Note that you will automatically have the hardest compound tire if this option is not on.
☐ LOSE REAR WHEEL	When cranked fully over the back wheel will slide out if the throttle is opened too far. To stop this happening turn off this setting.
☐ PENALTIES	If this is on you can incur penalties for Jump Starting or speeding in the pitlane.
☐ STEERING DAMAGE	If the user has a collision the steering can be damaged and the bike may pull to the left or right
☐ FAIRING DAMAGE	In collisions the fairing can become damaged, this will reduce the top speed of the bike.
☐ RADIATOR DAMAGE	Collisions can damage the radiator and cooling system of the engine, in which case the engine will tend to overheat.
☐ MAJOR DAMAGE	In a serious accident the bike may become un-rideable and the user's race will be over.

DISPLAY

This menu controls the screen mode to use for the game. This is mainly of use if you have a low or high spec machine and wish to maximize speed or image quality.

SCREEN RESOLUTION 640x480
Select the screen resolution you wish to run the simulation in. You will only be able to choose modes that are available on your graphics card.

COLORS HiColor
Select the number of colors your wish to run the simulation in.

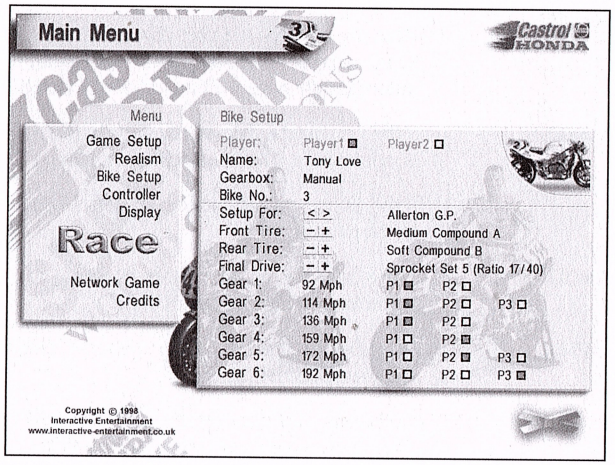
ACCELERATED on/off
If your machine is fitted with a hardware graphics accelerator you can turn it on and off with this option.

LEVEL OF DETAIL LOW/MEDIUM/HIGH
On slower machines you can improve the frame rate by reducing the level of detail. The lower the level you set, the faster the game will run and the blockier the bike models will be. If you have a high spec machine you may wish to set this to HIGH to get the best image quality.

BIKE TO RENDER 12
This sets the maximum number of bikes that will be rendered at any one time. If you have a slow machine you can reduce this number to speed up the game.

BIKE SETUP

This is where the user selects which of the two Castrol Honda RC45s to ride and can then set the handling characteristics of the bike.



- PLAYER PLAYER 1 ☐ PLAYER 2 ☐

Choose whether to setup Player 1's bike or Player 2's. Note that Player 2 is only available in split screen mode.

- NAME PLAYER 1

Click on PLAYER 1 to edit the name the user will be known as in the game. When you have finished entering the name press return.

- GEARBOX MANUAL

Select an Automatic or Manual gearbox by clicking on GEARBOX.

- BIKE NO. 2

Select which of the two Castrol Honda RC45s that you wish to race. Each bike can have its own individual setup. In two player mode this swaps the two bikes between the players.

- SETUP FOR ↔ VILLAGE

Select which track the following bike set ups apply to. Select ALL to have one setup for every track. Most tracks will require an individual setup. Once the user has set the bike up for a particular track then that set up will always be used for that track.

- FRONT TIRE HARD COMPOUND B
- REAR TIRE HARD COMPOUND D

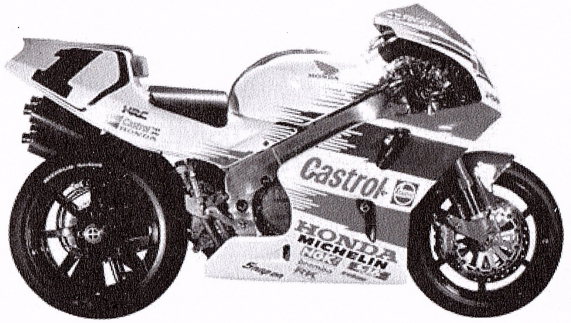
Choose the tire compound for the front and rear tires. There are four compounds for the front and ten for the rear. The softer a tire the better the grip, but the faster it will wear. A tight twisty track will need a harder tire than a fast smooth track. The object is to select the softest tire possible that will last for the whole race distance. If too soft a tire is used it can become totally worn out within 3 laps. The softest tire is a Soft A. The hardest tire is a Hard D.

- FINAL DRIVE -+ SPROCKET SET 11 (RATIO 16/40)

This sets the overall ratio of the drive chain, a low ratio will give maximum acceleration with lowest top speed and vice versa. There are 21 combinations of front and rear sprocket. The number of teeth on the sprockets are shown in brackets after the set number, e.g. RATIO 16/40 shows you have 16 teeth on the front sprocket and 40 on the rear.

- GEAR 1(-6) 97 MPH P1 ☐ P2 ☐

Select the primary or alternate(s) ratio for each gear. The maximum speed in that gear at 14250 RPM is also shown. Some gears have two alternates (three ratios in total) others have only one. You will see the speed change as you change the FINAL DRIVE ratio or the primary/alternate.



CONTROLLER

This allows you to set up your control device in exactly the way you want it. Joysticks, steering wheels, mice and keyboard control are supported. If you wish to use a joystick you must first calibrate it in the Windows control panel. There are separate set ups for player one and two.

- PLAYER PLAYER 1 ☐ PLAYER 2 ☐

Choose whether to setup the controller for Player 1 or Player 2. Note that Player 2 is only available in split screen mode.

- DEFAULT CONTROLLER ↔ STEERING WHEEL

This is the overall control setting for this player. Click on the buttons to cycle up and down the default options (KEYBOARD, JOYSTICK, WHEEL etc). As you cycle through the defaults the individual control settings for each function change.

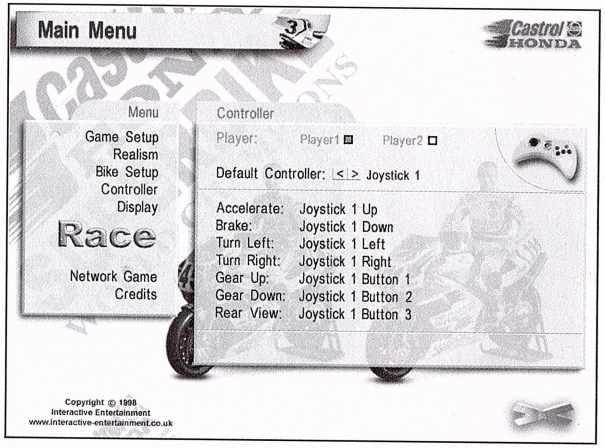
To customize the control setup, click on an individual function setting (e.g. JOY 1 UP). You can now choose the new control device that you want for that function simply by moving or clicking that control. For example, to select joystick down for brake, click on the BRAKE box and then pull back on the joystick. Press ESC to escape from this function.

You may mix control types (e.g. key 'A' for STEER LEFT, 'S' for STEER RIGHT and joystick up for ACCELERATE) although there are some restrictions. You can choose from keyboard (A-Z), joystick (up/down/left/right and buttons), mouse (movement and buttons).

The settings you have chosen are automatically saved out to hard disk. If you make a mistake and want to reset to a default controller, then click on the DEFAULT CONTROLLER buttons again.

The controls should be self-explanatory. REAR VIEW is your over the shoulder view which you can flick to, to see if anyone is behind you.

If a control device has been selected for more than one input (e.g. Joystick 1 Button 3 for GEAR UP and REAR VIEW) you will get the message "CONTROLLER CONFLICT" at the bottom of the screen. You will also be told which device it is. Note that this conflict may be with the other player's controller in two player mode.



Throttle/Gear Change Link

If you wish to use one button for gear up and down (for example if you only have one button on your joystick) then select the same button for both functions. When you press the button the gearbox will change up if the throttle is open and down if it is closed.

RACE

Click on this when you are ready to race. What options are available depends on which game type you have selected on the GAME SETUP menu:-

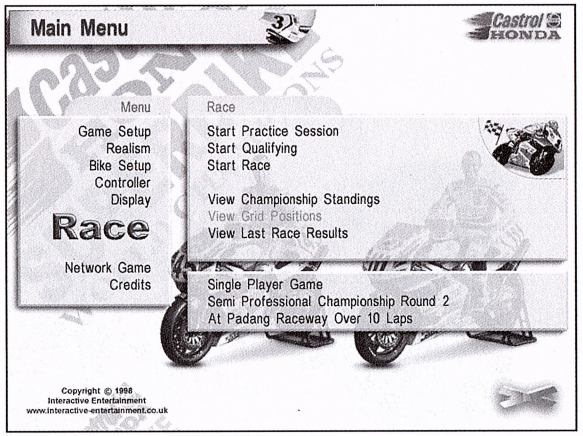
If you are in CHAMPIONSHIP or RACE WEEKEND mode you will have the following menu choices:-

- PRACTICE
- QUALIFY
- RACE

PRACTICE allows you to practice the current circuit.
QUALIFY gives you 6 laps in which to gain a grid position for the race.
RACE takes you into the race. If you have not qualified you will start at the back of the grid.

- VIEW CHAMPIONSHIP STANDINGS — This shows the league table when in Championship mode.
- VIEW GRID POSITIONS — After you have qualified this shows the order of the grid and the lap times.
- VIEW LAST RACE RESULTS — The finishing positions and scores from the last race.

The box at the bottom of the screen shows which type of game you are in including number of laps and difficulty level and the name of the track you are about to race.



Appendix A — RC45 TECHNICAL SPECS

Make: Honda
Model: RC45

Team: Castrol Honda World Superbike Team, Louth, Lincolnshire.

Performance

Max Speed: 187 mph
Acceleration: 0-60mph 3.1 seconds
0-100mph 4.9 seconds
100-0 3.3 seconds

Braking: 60-0 1.9 seconds
100-0 3.3 seconds

Engine

Type: Liquid-cooled 4 stroke 16 valve DOHC 90∞ V-4
Displacement: 749.2cc
Bore x Stroke: 72 x 46 mm
Max Power: 160 Brake Horse Power @ 14000 rpm
Max Torque: 60 ft-lbs
Compression Ratio: 12.5:1

Gearbox

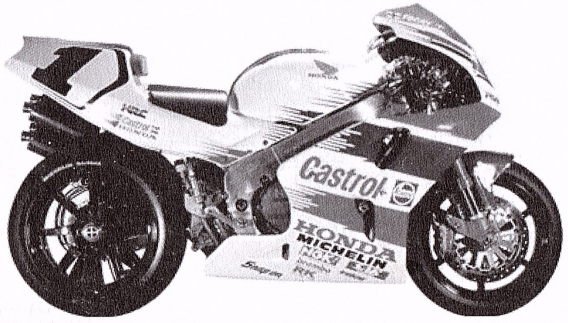
Gears: 6 speed

Chassis

Dry Weight: 324 Lbs.
Wheelbase: 1415mm
Front Brake: Dual Brembo 320mm Discs
Rear Brake: Single Brembo 190mm Disc
Fuel Tank: 5.8 Gal.

Wheels & Tires

Front Wheel/Tire 120/60x17 inch, Michelin 3.5x17 inch, 2.1 Bar
Rear Wheel/Tire 18/67x17 inch, Michelin 6x17 inch, 1.9 Bar



Appendix B — IN-GAME KEYS

KEY	ACTION
SPACE	Pause
F1	On screen help on/off
F2	Turn on/off racing line
F3	Steering assistance on/off
F4	Brake assistance on/off
F5	Toggle Automatic or Manual Gearbox
F6	
F7	
F8	Panel on/off
F9	Detail down
F10	Detail up
F11	Change bike -
F12	Change bike +
Number Pad 0/Ins	Cycle through camera views
Number Pad 2/Down Arrow	Cycle through driving views.
Increase Steering Linearity	Plus Key on Number Pad (+)
Decrease Steering Linearity	Minus Key on Number Pad (-)

NOTE:

In Split Screen mode (Two Player) **Player 1 must hold down the left shift key** and **Player 2 the right** when using the above.

PAUSE MODE KEYS	ACTION
ESC	Quit
W	Workshop
R	Replay
SPACE	Resume

Appendix C DEFAULT CONTROLS

ACTION	JOYSTICK	KEYBOARD	MOUSE
Throttle	Joystick Forward	A	Left Button
Brake	Joystick Back	Z	Right Button
Steer Left/Right	Joystick Left/Right	< >	M o v e
Change Up A Gear	Fire Button 1	P	P
Change Down A Gear	Fire Button 2	L	L
Reverse View	Fire Button 3	M	M

Appendix D THE TRACKS

ENGLAND
Allerton G.P.
North Allerton Village

GREECE
Porto Korinthos
Palamos G.P.

U.S.A.
Canuga Town
Canuga Speedway

INDONESIA
Sukuh Island
Padang Raceway

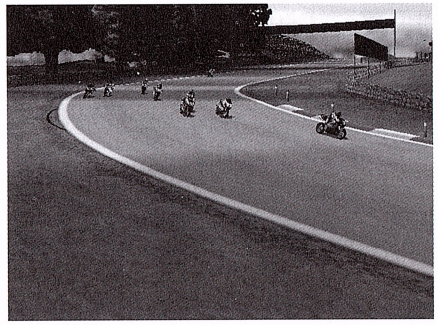
MOTEGI
Short Circuit
Long Circuit

ENGLAND

Allerton G.P.

Length: 3.92 Km

Lap Record: 1:15.16



Along side North Allerton lies the Allerton G.P. circuit. Unique in the fact as it combines both purpose built race track and part of the surrounding roads. The fast sweeping corners means riders can get into a good rhythm and hence is a favorite track among the riders but they have to watch out for the curbs. As with North Allerton top speed is not important as the top speed is only around 170 mph. The last corner of the circuit gives the most trouble to the riders as it decreases in radius. Many run wide losing valuable seconds as they ride over the dirt trying to get back to the track.

A Lap Of Allerton G.P.

The first corner is a 180° left hander, so get well out on the right of the track. Accelerate out of this corner in 2nd gear.

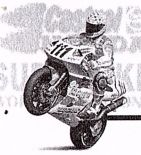
When you pass under the bridge change up into 3rd gear before changing back to 2nd, holding a steady racing line. Don't accelerate too soon as you will lose the rear wheel. Once the bike is upright accelerate hard through Turn 3 heading towards the bridge.

The bike should be flat out in 6th gear as you exit the very fast right hander (Turn 4). Start to brake as you go under the Snap-On sign in readiness for the 2nd gear left hand corner (Turn 5). Put on a short burst of acceleration before entering the S-Bend. Don't try and cut the corners as the dirt will drag your bike off to the barriers.

Another burst of acceleration up through the gears for Turn 7. Enter in 3rd gear and exit in 2nd, while braking for Turn 8. Try not to go too wide here as the wall is closer than it looks. Back on the gas for Turn 9 which can be taken in 4th at 130 mph.

Ease off the throttle changing down into 3rd gear avoiding the curb on the exit of Turn 10. Turn 11 presents an adrenaline rush for the rider as the corner is blind, just remember to turn in early. Open the throttle for the fast kink right in preparation for a slow 1st gear corner at Turn 12 (a good overtaking opportunity here, which shouldn't be over looked).

Into the last corner (Turn 13) keep tight to the curb allowing hard acceleration out and into the home straight.

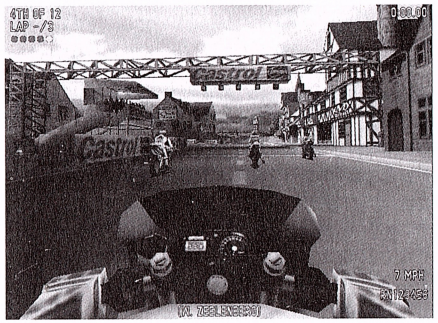


North Allerton Village

Length: 3 Km

Lap Record: 1:12.75

Set among the small country lanes of Suffolk lies North Allerton. The course design has not changed in the ten years the teams have been coming here. Designed to use the tight corners of the surrounding country roads, this race proves to be one of the toughest challenges on the racing calendar. With plenty of 1st gear corners and narrow lanes top speed is not important. Choosing the correct gear setting will be critical in getting maximum acceleration out of the corners and along the short straights. Avoiding the curbs is even more important here than at Allerton G.P.



A Lap Of North Allerton Village

Passing through the start finish line you will be doing 160 mph into the right hand corner at the Clock Tower. Ease off the throttle and change down to 5th gear as you pass the telephone box on the right. Not much time for acceleration as you head towards the first of many 90 degree corners.

Start braking as the sign (on the right) goes from your view. Change down to 1st gear and clip the grass on the inside of the corner. You can afford to run a little wide here as you head down towards the rear of the church. Brake and change down into 1st gear as you past the church. Don't accelerate too soon as there isn't much room on the right hand side.

The next corner will lead you into a tight S-Bend, so getting the line correct in the first part will ensure your speed will be carried through. Generally you start braking as the last standing stone goes out of view, just remember to turn in early. Leaving the S-Bend you accelerate up towards the bridge. Dipping the throttle before the hump-backed bridge will ensure the bike remains close to the ground and doesn't fly uncontrollably through the air.

The corner following the bridge is of decreasing radius, so enter in 3rd gear and exit it in 2nd gear. Back on the throttle through the quick right-left hard on the brakes for another 1st gear corner. As you leave this corner you can accelerate hard and run out wide. Again not much time for changing up through the gears before you are back on the brakes. Wait for the last hay barn to go out of view before you start braking. Down into 1st gear clip the dirt on the inside of the corner.

If you exit the corner correctly you should be able to get into 4th gear before the last corner. Again a 1st gear right hand bend, but don't be deceived by what you see there isn't much road here. Many riders end up going straight on as they out-brake themselves. A quick flick to the left and you have finished your first lap.

GREECE

Porto Korinthos

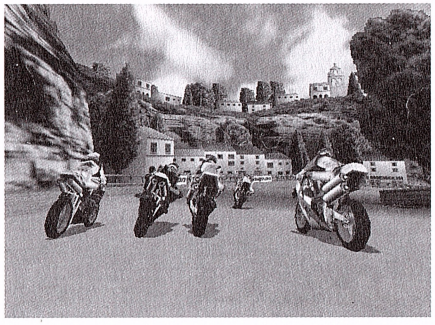
Length: 5 Km

Lap Record: 1:30.22

Set in the cliff roads of the Mediterranean we find Porto Korinthos. Once a year this street circuit is home to the Superbike teams.

Winding its way through the cliffs and several tunnels this course drops over 100 metres, from the start/finish area down to the walled town of Porto Korinthos.

This is a very fast and challenging course. Due to the dry environment the dust tends to blow onto the road blurring where the edge of the racing surface ends.



A Lap Of Porto Korinthos

Leaving the start line the first corner is a fast 2nd gear right hander looping through 180°. Due to the width of the track your racing line in the first corner is not critical - you will have a lot of room on the left as you exit the corner. Heading down towards the first of many tunnels, accelerate as hard as you can.

The corner on the exit of the tunnel is a 1st gear hairpin left turn. Finding your braking point in the tunnel is only going to come from trial and error. Suffice to say that you shouldn't brake too late. Leaving the hairpin accelerate hard towards the fast kink right.

As you approach the crest of the rise stay out to the left. If you get the racing line correct on the exit of this section you will be able to keep the throttle fully open as you round the long right hander, otherwise ease back the throttle.

When you approach the chicane use the speed sticks on the right as your marker for braking. Don't think you can take a straight line through the chicane as the corner just the other side of the crest is a tight 1st gear right hand bend.

When you are through this bend put on a quick burst of acceleration before the next 1st gear right hander. You should be able to get back onto the power quickly as this corner will allow you to run wide.

The next corner is a hairpin left. You should be braking as you bridge the crest and see the base of the monastery. Turn in early, hugging the inside of the corner.

Get back on the gas and you should be flat out through the market square until the next tunnel. Start braking as you enter the tunnel. The right hander in the tunnel is deceptively tight (1st gear). You should have just enough time to change up to 2nd gear before the next tunnel and quick left.

Get the bike upright and change up into 3rd gear. Don't accelerate but hold a steady speed as the road narrows as you go under the bridge. Once the bridge is past it is flat out all the way to the start line. When you cross the start/finish line get ready to brake hard for the first corner.

Palamos G.P.

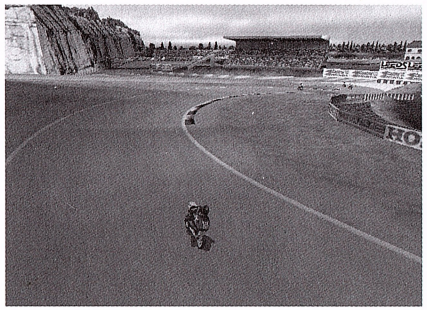
Length: 4.35 Km

Lap Record: 1:19.04

Further down the coast we find the home of the Greek G.P. at Palamos.

The surface here tends to be slippery as it is not used frequently through out the season.

he teams have a hard time choosing whether to setup for all out speed or use a tight gearbox for good acceleration out of the 1st and 2nd gear corners.



A Lap Of Palamos G.P.

As you leave the start line behind, tuck down and accelerate as hard as you can. Turn 1 is a very fast left-hander and, if you have the correct line, can be taken in top gear. You can use the curb on the exit of the corner, but you can't afford to run wide. Keep the throttle open for Turn 2, a fast left-hander.

Start braking as you go under the sign for a 2nd gear left hand hairpin. No real problems with the corner, just make sure you brake soon enough. Accelerate out, up into 3rd gear before you get back on the brakes for the 1st gear hairpin right.

Stay close to the inside of the corner so you can use the full width of the road as you exit the corner. Accelerate hard past the fast kink left keeping to the left side of the track. Start braking as you pass under the sign.

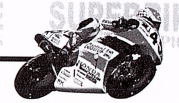
Turn 6 is a right-hander with a 1st gear slow entry. Once past the apex the corner opens out allowing you to nail the throttle and head down the hill towards Turn 7.

Start braking for the left-hander as the buildings on the right go past. Change down to 2nd gear and follow the corner round. Give a quick burst of acceleration (without changing up) before the next left-hander (Turn 8). As you exit the corner move over to the left side of the track.

Turn 9 is a tight 1st gear S-Bend. On exiting the left-hand part of the S-Bend don't be tempted to put the power on too soon as the road does tighten up a little. Once upright put on a quick burst of acceleration before changing up into 3rd gear.

As you enter the tunnel start braking and stay out to the left. As you see the apex cut across the track down into 2nd gear. Again don't get on the power too soon as there isn't much room as you exit the corner.

Turn 12 is a fast flat out left-hander. On the exit of Turn 12 use the curb on the right if you run wide, and power down to the start line.



U.S.A.

Canuga Speedway

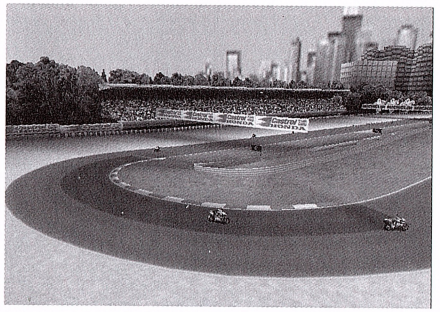
Length: 4.25 Km

Lap Record: 1:27.09

Set a couple of miles from the challenge of the street track lies Canuga Speedway.

At first sight the circuit looks tight and unforgiving but as more practice laps are put in a good rhythm will be found.

Don't become complacent though, as the slightest lapse in concentration will see you careering across the numerous gravel traps and out of contention for the title.



A Lap Of Canuga Speedway.

From the start/finish line stay on the right side of the track. Your braking point is the 2nd count down board. Changing down to 2nd gear keep tight to the curb on the left. Go deep into the corner aiming for the curb on the right side of the track. By going deep into the corner you will have a straighter line heading for Turn 2.

Approaching Turn 2 change down from 4th gear to 1st. Use the change in road surface colour as a reference. Entry to Turn 2 is slow (60 mph). Once the apex is past start accelerating exiting the corner at 85 mph. As you enter the S-Bend section, try and stay to the right so that you will end up in the correct place for entry into Turn 4.

Turn 4 can be taken in 2nd or 3rd gear depending on the line taken. Again don't run wide as the gravel awaits the other side of the curb. Once upright accelerate hard. The bike should be flat out by the time you reach the fast kink left.

Braking for the hairpin at Turn 7 is all too important. A good reference point for braking is the curb on the right hand side. As the curb vanishes from view brake hard and turn in early to kill any challenge from another rider trying to overtake on the inside.

Leaving the hairpin behind, the next complex of corners are all 2nd gear.

Take the S-Bend in a straight line and stay to the left for Turns 9 and 10. These turns (9 & 10) can be treated as one corner - a double apex right hander. On the exit of Turn 9 you can run wide onto the curb keeping the bike leaning right over. Touch the apex of Turn 10 and accelerate down to the slow chicane. Again as you see the change in road surface change down from 4th gear and stay out to the left. As you past the first the apex, flick the bike over to the right and accelerate out towards Turn 12.

Start braking as you see the gravel trap go past. Turn 12 is a 1st gear left hander. As you turn in stay close to the curb on the inside of the corner. Don't accelerate too soon or the back end will slide from underneath you. Accelerating up the hill take the fast kink right and head for the start finish line.

Canuga Town

Length: 4 Km

Lap Record: 1:17.10

The circuit at Canuga town is a wide racetrack with long straights providing some hard earned opportunities for overtaking. The track takes you through three major parts of the city. Starting in the shadows of the skyscrapers in the business district, several tight corners lead you out into Canuga Park. Some riders complain of not being able to see the edge of the road in this section. Out of the park and into the China Town section - it is here that you will get the greatest sensation of speed, as you tear past the buildings at 180 mph.

A Lap Of Canuga Town

Leave the start finish line accelerating as hard as you can, don't be too far to the right as you'll be braking hard and won't make the corner. Head for Turn 1 and start braking as the advertisements on the right disappear from view. Don't lock up the back wheel as you will end up in the tire wall and out of the race.

Turns 2, 3 and 4 are all 1st gear corners. In this section be careful not to hit the curbs, even at slow speeds they can do damage. Leaving Turn 4 open the throttle wide and move up through the gears.

Turn 5 is a fast kink right in 3rd gear. Start braking early for Turn 6, as the turn in is a deceptive one - you think you have more road than there is. Leave Turn 6 in 2nd gear don't get back on the gas too soon or the back wheel will step out unexpectedly.

Once the bike is upright, really nail it over the crest, leaving Turn 7 in 5th gear. Don't stay in fifth too long as the line in to Turn 8 (3rd gear) is crucial for keeping the speed into Turn 9 (2nd gear).

Leaving Turn 9 get hard on the acceleration up in 4th gear before Turn 10 which is a fast left hander. Again, as with Turn 6, start braking as the first advert on the right is past you before entering Turn 11 in 2nd gear.

Leaving Turn 11 open the throttle and work your way through the gears. Turn 12 is flat out and you will hear the tires squealing - don't worry keep accelerating. As you approach the kink to the left start braking in preparation for Turn 13 a slow 1st gear corner.

Open the throttle and keep the bike tight to the right side of the road. You can brake really late for this corner changing down to 1st gear. Don't brake too hard as this is the fastest 90∞ corner at about 80 mph. Exit and head flat out for the start lights.

INDONESIA

Sukuh Island

Length: 3.53 Km

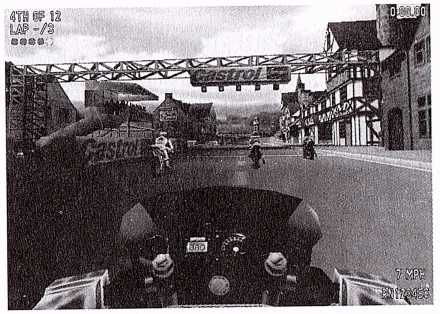
Lap Record: 0:59.04

Indonesia is the largest island complex in the world.

The volcanic activity is a fundamental characteristic of the landscape, giving some dramatic horizon views.

This track has grown over the years and now gives the teams good facilities for preparation.

The track is short and fast lap times under a minute are not uncommon, once the correct setup is found.



Lap Of Sukuh Island.

Head down the hill away from the pit area into Turn 1. This is a sweeping 2nd gear left-hander. Keeping a constant speed around the turn, make sure you don't accelerate too soon otherwise the back will slip from under you.

Accelerate up the hill around the long sweeping right-hander. Keep accelerating until you see the tires on the right hand side of the track. Start braking here as the corner pinches in slightly. Drop a cog from 5th to 4th gear keeping the bike in the middle of the road and drift to the outside of the track.

As you rise over the crest of the hill move to the right side of the track in preparation for Turn 3, which is another 2nd gear corner. If you are on the correct line into the corner keep your speed up and accelerate hard out. This may then provide you with what is possibly the only overtaking opportunity on the whole circuit.

Turn 4 is a deceptive one since the apex of the corner is blind as you approach it. Keep out to the right, changing down from 4th to 3rd gear and turn in early. Accelerate up the hill and keep out to the right.

As you pass under the Castrol sign start braking and changing down to 3rd gear. The S-Bend is a fast right-left. One small mistake will leave you careering towards into the barrier.

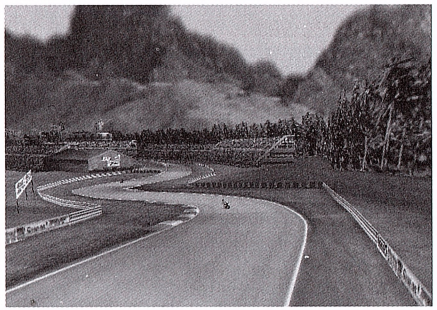
When you exit the S-Bend ease off the throttle slightly so you can keep a tight line around this long sweeping left-hander. As the corner straightens out, move over to the left. You can then change down to 5th gear for the right-hander (Turn 8). Continue braking down into 2nd gear for the last left-hander before the start finish. Don't run wide here, otherwise you will end up in the pit lane.

Padang Raceway

Length: 5.85 Km

Lap Record: 1:36.50

Padang is home to the Indonesian G.P.



The purpose built raceway has been used for several years now in the Superbike season.

Fast flowing corners are combined with possibly the fastest section of track on the racing calendar. The back straight allowing bike to pass the 190 m.p.h. mark.

To win here takes absolute commitment in the corners.

A Lap Of Padang Raceway

Away from the start line accelerate hard down to the first corner. Turn 1 is a fast 4th gear left-hander. Stay on the inside of the corner all the way round.

The next section is a series of left and right corners (Turns 3 and 4). Turn 5 is tighter than the previous corners so change down to 2nd gear and turn in earlier than you think. This will allow you to run wide and accelerate hard on the exit.

Change up through the gears follow the sweeping right-hander towards Turn 7, which is a kink left. Start braking here for the slow 2nd gear left inside the tunnel (Turn 8).

Grab a short burst of acceleration out of the tunnel keeping over to the left. Turn 9 is a hairpin right. This is a tight corner so brake and turn in early. If you have executed the corner correctly you can get good acceleration out of the corner and have the possibility of an overtaking opportunity.

Turn 10 is long sweeping left hander. Turn 11 is a double apex right hand corner of decreasing radius. Entering this corner you should be in 4th gear keeping to the middle of the road. As you pass the first apex cog down two gears then just touch the next apex. Accelerating hard out, there is plenty of room to the left so you can run wide.

Out of Turn 11 you are onto the fastest part of the circuit. Flowing through the sweeping bends you can hit 185 m.p.h. (if you have done your setup homework) as you approach the chicane.

When you see the Castrol sign over the road start braking. As you enter the first part of the chicane you should be in 1st gear. A quick flick to the right touch the curb on the left, then accelerate out rounding the last left hander into the start/finish straight.

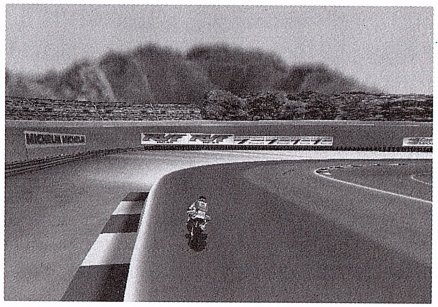
MOTEGI

Motegi G.P.

Length: 4.8 km

Lap Record: 1:34.02

Located in Japan, Motegi is Honda's own purpose built test track. It is a complex of circuits consisting of short kart tracks, a full length GP circuit and a banked oval.



You will be racing on the demanding GP circuit. As you lap you will catch glimpses of the banked oval at the end of the start straight and just before the final S bend. You will also pass under the flyovers which carry the oval.

A Lap Of Motegi G.P.

Flat out in 5th down the start finish straight put the bike on the left side of the track. When you pass the Castrol sign at the end of the pitlane start braking down to 2nd gear for the first corner. This is a double apex right hander that you enter in 2nd gear. Clipping the first apex allow the bike to run wide aiming for the second apex. You will need to keep your speed constant throughout this corner. As you come out of this corner make sure the bike is upright before opening the throttle otherwise you run the risk of low-siding the bike.

Accelerate down to Turn 2 moving the bike over to the right side of the road as you prepare to enter this 2nd gear left hander. Your braking point for this corner is the curb on the right hand side. As you follow the racing line through this corner, you can afford to run wide touching the exit curb on the right. You should now be perfectly positioned for the next bend, which is little more than a kink in the road. Accelerate straight through this kink watching out for the gravel trap on the exit.

You should be up to 5th gear when you reach the end of the straight. Look out for the change in tarmac at which point you need to get on the brakes for the 2nd gear right hand bend. This corner is a difficult downhill turn with a blind apex. Start turning in as you pass the curb on the left hand side. There is no room on the left to run wide so take it easy. When you can see the flyover in front of you it is time to get back on the gas. Accelerate hard through the gears taking the next right hander flat out. If you get this right you should be flat out in 6th as you make the crest of this gentle right hand bend.

Ahead of you the road sweeps left in what appears to be a very fast corner, but you should not go through here higher than 4th gear. The reason for this is that the following turn is a decreasing radius right hander which can only safely be taken in 3rd gear. Keep your speed down as you approach the next left, which is a slow 1st gear corner.

Put on a quick burst of acceleration as you head down towards the hairpin right. Use the curb on the left side of the road as your braking point, turn in early and hug the curb on the inside of the hairpin. Get the bike upright as soon as possible as you want to make the most of the long straight which follows the hairpin. You should see 165 mph out of the bike as you pass under the RVF sign, braking as late as possible for the 2nd gear right hander. Clip the curb on the inside and don't run wide and then come back to the right side as quickly as you can.

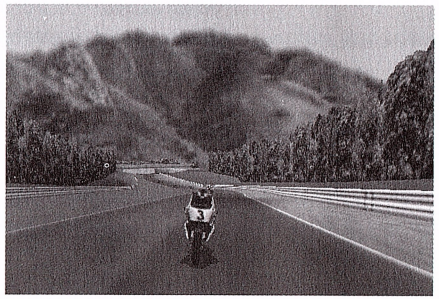
You will see the banked oval again off to the left as you approach the last corner. This is an S bend complex, enter it in 3rd and exit in 2nd back onto the start straight.

Motegi Short Oval

Length: 1500m

Lap Record: 21.62

This is a short undulating clockwise oval without banking. Sub 25 second lap times are not uncommon. Don't be fooled by the fact that it is just an oval as the narrowness of the track and the bumps combine to make this a tricky circuit to master.

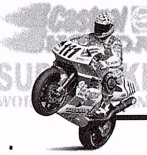


A Lap Of The Motegi Short Oval

Flying down the start straight Turn 1 is a high speed right hander which you take in 5th gear at 150mph. As you go under the bridge ease off the throttle as the corner tightens slightly. If you run wide you will hit the tire wall on the left.

The track runs down hill through the fast kink left followed by a fast kink right. Do not ease off the throttle through these kinks.

As you crest the hill stay to the left side of the road changing down a gear to 5th. Keep a consistent line through the fast right hander opening up down the start straight.



Appendix E CREDITS

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Additional Developer	Alex Jakes
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Track Modeling and Music	Steve Morgan
Graphic Design	Tuan Pingster Nguyen
In-Game Graphics	FAD
BOS	Barry Costas
Business Director	Jeremy Cooke
Producer	Tony Love

Appendix F TROUBLESHOOTING

If you are experiencing any difficulties with Castrol Honda Superbike World Champions then check the common problems listed below. If these don't help have a look on the CD for a README file which will contain any last minute information. Don't forget you must have the latest version of DirectX and the latest version of your video card drivers – this may still be the case even if you have recently purchased your PC or video card.

Also look on our website **www.interactive-entertainment.co.uk** for FAQs, patches and other information.

If the above does not help and you have checked our website then e-mail us at:

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Problem
When I run the game all I get is a blank screen or I get a corrupted screen.

Fix
The game will only run if you have Version 5.x of DirectX and the latest drivers for your video card. DirectX and the correct drivers are on the CD. Alternatively check the website of your graphics card manufacturer. This may be the case even if you have only just bought your PC or video card.

Problem
I can not control the bike using a joystick.

Fix
Make sure you have correctly calibrated the joystick using the Windows control panel.

Problem
I can not control the bike using my steering wheel, even though it has been correctly calibrated.

Fix
Using the Windows control panel joystick test, check exactly what your wheel, pedals and buttons do. Make a note of which control does what (e.g. left and right moves Joystick 1 left and right) and then check that the Controller setup in the game is set correctly. If it is not then change the settings to match your wheel. The Controller section of the manual gives more information on this.

Problem
I complete a race but the position I get in the race is not shown on the results screen and I don't score any points.

Fix
You are probably doing a jump start. If you do not clear the penalty you will not get a result. Have a look at the Jump Start section earlier in the manual.

Problem
The bike slows down coming into corners even though I am pushing forward on the throttle.

Fix
You have Braking Assist turned on. Press F4 to turn it off.

Problem
I can not change any of the realism options in the menu system.

Fix
Are you in ACE DIFFICULTY mode or in the middle of a Championship? If so you can not change any settings. Change to a different difficulty level or Abandon the Championship.

Problem
I can not choose a different track in the Game Setup menu.

Fix
You are in Championship mode which always starts with the same track and goes through the tracks in order. Race Weekend mode will allow you to try a different track.

Problem
The bike always falls on its side coming out of fast corners.

Fix
You have LOSE REAR WHEEL turned on in the REALISM menu. Either turn this off or take it easy coming out of the corners.

Problem
When I crash the bike it no longer steers straight.

Fix
You have Steering Damage turned on in the REALISM menu.

Problem
Sometimes when I am racing the bike engine starts cutting out and I slow down.

Fix
The engine may be overheating if you have ENGINE TEMP switched on in the REALISM menu. This will happen if you over rev the engine. Also the radiator can become damaged if you crash with RADIATOR DAMAGE turned on in the REALISM menu. The engine will then overheat more quickly. For more information look at the Advanced Options section of the manual.

Problem
How can I race as one of the other bikes?

Fix
You can only race as one of the Castrol Honda RC45s. You may choose bike no. 2 or 3 in the BIKE SETUP menu.

Problem
Can I change the rider names for the computer bikes and can I change the colour schemes of the bikes?

Fix
Neither of these options are available on this version of the game.

Problem
When racing I can not keep up with the other bikes.

Fix
Change the DIFFICULTY level setting in the REALISM menu. ROOKIE is the easiest setting.

Problem
On the BIKE SETUP screen I can not change the tyre types.

Fix
You do not have the TYRE WEAR option on in the REALISM menu. If you have TYRE WEAR off you will get the hardest tires by default.

Problem
When I am racing the bike's performance falls off and starts skidding more easily in the corners.

Fix
The tires are wearing out. Either choose a harder compound tyre in the BIKE SETUP or turn off the TYRE WEAR option in the REALISM menu.

Problem
I can't get the bike to wheelie.

Fix
Turn on the WHEELIES option on the REALISM menu and have a look at the Advanced Options section of this manual.

Problem
I only have a one button joystick, how can I control the gears manually?

Fix
On the CONTROLLER screen in the front end set the Gear Up and Gear Down control to the same button. You will now get upshifts when you click with the joystick forward and downshifts when it is back.

Problem
I don't get results after a race or qualifying even though I have not incurred a penalty.

Fix
Have you quit from the race early and then quit the RACE FINISHING screen by pressing ESC. If you do not wait for the race to finish on this screen you will not get any results.

Problem
In Split Screen mode the in-game function keys don't work (e.g. Brake Assist on/off),

Fix
In Split Screen mode hold down the left or right hand shift key when pressing a function key. Player 1 uses the left shift, Player 2 the right.

Problem
I can not access the in-game Workshop.

Fix
In Practice mode you can access the Workshop at any time, in Qualifying mode you can only go to the workshop if you are stationary in the pit lane with the bike in Neutral. To access the Workshop bring up the PAUSE menu (press space bar) and click on the WORKSHOP menu (or press the W keyboard shortcut). You can not access the Workshop during a race.

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